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JUL 8 1959

MEMO TO: Mr. Bissell

SUBJECT: Notification of Hq CHALICE on Overdue Aircraft

1. The project is somewhat better off than most headquarters operating aircraft on a global basis in that CHALICE has an interested party personally monitoring each flight in which we have an interest.

2. U-2 Operational Flights

a. All operational U-2 flights are filed as "local flights" with the proper base operations. This type clearance is for local use only and is not passed to flight service on other flight monitoring facility. These flights are watched by the detachment only, and any aircraft lost or overdue are promptly reported to the Control Center by channel.

3. U-2 Ferry Flights

a. All U-2 ferry flights are filed as a normal USAF point-to-point flight with the proper base operations. This type clearance is passed to flight service for traffic clearance and flight following. These flights are monitored by normal USAF and CAA flight following agencies as well as both launch and retrieve detachments operations. On ferry flights first indication of lost or overdue aircraft would come through CAA ARTC when the U-2 pilot failed to report at a fixed or notified ARTC that he was lost or having difficulty. The detachments closely follow these flights and notify the Control Center promptly by channels of the flight progress. Friendly radar is suppressed for these flights.

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4. Support Aircraft

a. T-33, C-47 Flights.

Training flights in the local area are filed as local flights and are handled in the same manner as local U-2 flights.

b. Transport Support Flights.

These flights are filed as a normal USAF point-to-point flight with the proper base operations and are handled in the same manner as U-2 ferry flights except that radar is not suppressed.

5. In addition to the normal flight following procedures that apply to all our point-to-point flights, CIA communications channels are used to notify the Control Center and the detachment or person concerned of the departure, ETA, delay and/or arrival of each and every flight which concern the project. With this type of flight monitoring in effect a situation such as occurred in the C-118 incident is quite ~~impossible~~ *IMPROBABLE*.



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